

# SAFETY SUPPLEMENT

## TECHNICAL MANUAL

### AIRCRAFT EMERGENCY RESCUE INFORMATION (FIRE PROTECTION)

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 EDITION 2, DATED 8 OCTOBER 1999, LOCATED AT WEB SITE:[http:// wwwpub.robins.af.mil/orgs/alc/ti/Tilta/index.htm](http://wwwpub.robins.af.mil/orgs/alc/ti/Tilta/index.htm).

DISTRIBUTION STATEMENT - Approved for public release; distribution unlimited.

**COMMANDERS ARE RESPONSIBLE FOR BRINGING THIS SUPPLEMENT  
TO THE ATTENTION OF ALL AFFECTED AIR FORCE PERSONNEL.**

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

**4 FEBRUARY 2000**

#### 1. PURPOSE.

This supplement provides instructions for update of TO 00-105E-9 Edition 2, dated 8 October 1999, affecting the KC-10A aircraft found in Chapter 6 - Cargo/Tanker/Test Aircraft - KC-10A bookmark.

#### 2. INSTRUCTIONS.

- a. The KC-10A has a multiple of entry doors. The overwing and aft left doors have been deactivated by internal bolts. These doors should not be considered, during an emergency, for ingress or egress. The procedures have been re-emphasized to reflect this critical information depicted on page KC-10A.9 under the first WARNING and the illustrated graphic callouts outlined in red with Xs across the doors in this supplement. This information, if it applies to your operation, can be downloaded and printed from this web site by the end user to amend the existing information.
- b. The KC-10A file in TO 00-105E-9 Edition 2 contains a total of twenty three pages. This Safety Supplement only contains the affected page, KC-10A.9. The end user should print this portable document format (pdf) for his operation and remove the existing KC-10A.9 page and insert page KC-10A.9 of this safety supplement to make the KC-10A operational user file up to date. File this supplement according to current regulations.

#### NOTE

The operational user file is the whole or selected printed pages from the web site placed in a binder used for local, transient operations or both. This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-2 paragraphs 1-1.4, 1-1.4.1, and 1-1.6 for Local Reproduction of TOs and Digital Media guidance.

THE END

## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
1/4-In. Speed Handle Wrench  
35 Ft. Ladder  
Fire Drill II

KC-10A

## AIRCRAFT ENTRY

**WARNING**

Keep clear of all entry doors during opening. Overwing and aft left doors are bolted shut. Do not attempt to ingress or egress from these areas.

## 1. NORMAL ENTRY

- Pull door control handle out of recess to disarm escape slide.
- Move door control switch to open and hold.
- When door is fully open, release switch.

## 2. EMERGENCY ENTRY

## NOTE:

When emergency entry is used, door will automatically move to full open position under pneumatic pressure.

- Pull door control handle out of fuselage.
- Rotate emergency override level from safe position to emergency position and hold.
- Rotate door control handle to emergency position.

## IF DOOR STILL DOES NOT OPEN

**WARNING**

Forward cabin doors have slide/rafts attached and are very heavy. Required lifting force may exceed 400 lbs. Mid cabin doors may or may not have slide/rafts installed.

- Push door inward as far as possible and hold.
- Use any available means to pry door upward.

